OBACCO FERTILIZER.—Farmers and

POBACCO FERTILIZER.—Farmers and planters, make your own fertilizers, costing you \$15 per ton, equal in effect to that sold at \$40 and \$60. My experience is of eighteen years' standing in three of the largest factories in this country. For the last five years have mannfactured in Richmond. EDWARD R. HODGKINS, corner of Fourteenth and Main streets, ap 7-sw&w1m Richmond, Va. Beauty, Ladles' Caps, and Children's and set Paris and New York novelties in Ladles' Beauty, Ladles' Caps, and Children's and set in Straw, Fell, &c.

MACMURDO & REDFORD,

1009 Main street,
opposite post-office, WANTED, MY FRIENDS AND THE bubble to know that WESSON "THE

public to know that WESSON "THE TAILOR" is still at No. 11 Twelith street, nearly TALOR" is still at No. 11 Twelfth street, nearly opposite the Dispatch building.

1 call attention to my unexcelled success in garment-fitting. To lay aside all presumption and pretension, I feel couldent of being able to get up a FIRST-CLASS GARMENT at fifteen to twenty per cent, less than larger houses, they, of course, being under heavy expenses—mostly employing cutters, salesmen, &c. A FIT, WORKMANSHIP, and LOWER PRICES are the inducements I offer. Can refer, when required, to a large number of the best people in the city.

Having succeeded so well in giving satisfaction to my customers at very reasonable prices, and feeling confident, by strict attention to business in future, guaranteeing entire satisfaction to all who may fa-vor me with their orders, and gratefully acknowlor me with their orders, an grace of the in the past, I respectfully solicit a continuance of the same. Orders solicited from the city and State.

The latest styles and reports of fashion on hand. All orders carefully and promptly attended to. Give use a trial.

W. O. WESSON. FOR YOUTHS FIFTEEN, SIXTEEN, AND SEV-THIS DIAGONAL COATS and VESTS at Give me a trial, mh 20-cod2m

OFFICE OF THE .

torr prices are as low as the lowest.

VOUTHS' CLOTHING,

AVING REMOVED FROM MY old fund to the store lately in the oc-

THE ROLF ASHIONABLE MILLINERY

TEEN YEARS OLD.

YOUTHS RUSINESS-SUITS at \$10 to \$15; YOUTHS FINE CLOTH FROCKS at \$10; YOUTHS FINE CLOTH FROCKS at \$10; Readed which can be equalled in the city. Sold Fol: CASH ONLY by WM. IRA SMITH, Agt., 1109 Main stree

A GOOD OPENING IN BALTIMORE.-

WHOLESALE NOTION DEALERS, No. 309 Baltimore street, Baltimore, ap 24-M.W.&StJe7

N THE CIRCUIT COURT OF ALBE-

the transferred. For further particulars

"February 4, 1856, Oliver Hale, of Albe

unty. Va., and said to have been formerly of said ded in said county intestate, leaving him, so far as was known, no widow or

syand preserved of a number of bonds, evidences bots due to said Hale, the principal of which

amounted to about \$1.019 88-100, and also a farrant for eighty acres of land, which bonds arrant went into the hands of his administra-

ereas if there be no other distributee of said estate the same will accrue to the Com-of Virginia, according to the statute in

made and provided: therefore, it is ordered that all persons an interest in the estate of said Oliver Hall, shall appear and make themselves defend-in sait by the tenth day of the May term of

for the year 1876.
BENNETT TAYLOR, C. C.

ANDBILLS, \$1 to \$3 per bundred, at the DISPATCH PRINTING-HOUSE.

nade and provided:

tMv12

invite the attention of my friend

1109 Main street.

LIFE ASSOCIATION OF AMERICA,

St. Louis, April 15, 1876.

A learnestablished and reliable Notion House in more, which for years has had a large southern will sell out to proper parties on or before July, ion very desirable. Stock staple, and will be re-tionally or seven thousand dollars, and good-will, the same of the seven thousand dollars, and good-will, In accordance with the provisions of three years, will be held at the General Office, in St. Louis, Mo., on TUESDAY the 16th day of May, 1876. The polls will be open from 11 o'clock A. M. one hundred and fifty miles, north and MARLE COUNTY, IN THE STATE OF VIR-Commonwealth of Virginia Plaintiff, liale's Administrator et al..... Defendants, and from decrees rendered at October term for at 1875, and at the February term for the year

H. W. HOUGH, President. ap 19-d1t&W4w J. S. PIERCE, Secretary.

SPRINGS FOR RENT.

As commissioners under a decree of the Circuit Court of Rockbridge county, we will receive bids for CELEBRATED WATERING-PLACE

ander K. Yaneey, and that no person has established a claim to said property as the cw of said deceased;

mh 30-eod3m

MONDAY..... 1876.

Lincoln's Assassination. AN AUTHENTICATED STORY THAT BOOTH AT-INAUGURATION-A NEW YORK MAN, THEN OF THE CAPITOL POLICE, WHO ARRESTED THE COURSE OF THE WOULD-BE ASSASSIN.

tico, where his inaugural was to be delivpersons to be John Wilkes Booth pushed the Senate chamber to the rotunda, and in through the line of policemen which kept the crowd back from the procession, and cle the fine print could be read easily. The made a desperate effort to reach the eastern door of the Capitol. He was discovered by a member of the Capitol police—Mr. J. W. Westfall, of New York-who on several occasions before, as well as since, has given evidence of his faithfulness and efficiency. He seized the excited stranger, and after a severe struggle, during which Major B. B. French, then Commissioner of Public Buildings, at the suggestion of Mr. Westfall, caused the door to be closed and aid to be furnished, succeeded in forcing him back into the crowd. Booth had already been noticed by at least two persons who knew him passing rapidly from the direction of the Senate chamber toward the rotunda, and some idea of his determination to reach the inaugural platform may be formed from the fact that he broke away from the man who first seized him. Mr. Westfall, and but for the closing of the door would probably have accomplished his pur-

Those who stopped Booth on that day, and who in all probability preserved the President's life, were not aware who the excited stranger was, but the importance of their action can hardly be over-estimated. It will be remembered that at that time the great work of Mr. Lincoln's life had not been accomplished. The war was still going on. By this act of Mr. Westfall's the President's life was probably spared for a time, at least, and he was permitted to see the dawn of peace. After the assassination of the President, and when it became known that Wilkes Booth's attempt to reach the inaugural platform had been thwarted by Mr. Westfall, the latter was promptly promoted to be a lieutenant of the Capitol police force, a position which was created for him by the Hon. B. B. French, then Commissioner of Public Buildings and Grounds, and a devoted friend of Mr. Lincoln, as a mark of his appreciation of the great service which Mr. Westfall had rendered the country. This position he held until the meeting of the XLIVth Congress, since which time he has been discharged .- Correspondence New York Tri-

EXPLANATION FROM COLONEL FORNEY-THE BOOTH-BEALL STORY DENIED-HOW ROGER A. PRYOR'S PARDON WAS OBTAINED-LINCOLN AS A PROMISE-MAKER-THE "GENTLE SEW-

Pomeroy's Democrat recently published story that Booth and Captain Beall, who was tried and hanged at one of the forts in New York harbor, were fast friends—a new Damon and Pythias, in fact-sworn to each other; that Booth being at Washington when Beall was condemned to death, and hearing of the sentence the night before it was to be executed, went to the rooms of the Hon John P. Hale, then of the Senate, at a late hour, and having roused him from his sleep, stated his purpose to see the Presiand save his friend that very night; that upon consultation they repaired to the house of Hon. John W., Ferney and got him to go with them to the President. This resolution they carried into execution, going to the White House long after midnight: that Mr. Lincoln received them, and heard Booth's appeal for mercy for his dear friend; that in making this appeal he confessed the conspiracy between himself and others at Mrs. Surratt's house to abduct the President, &c., and on his bended knees, and prostrated before the President, weeping like a child, besought pardon for Beall; that at last, about 4 o'clock in the morning, "pity won," the President bidding him get up like a man, and, while weeping himself, solemnly promised the desired pardon; after which Booth, Hale, and Forney left the President still in tears.

Next morning, the story goes, when Mr Lincoln stated his promise to pardon Beall to Secretary Seward that gentleman remonstrated against it, and satisfied him that he ought not to keep his promise to Booth, and that he did not.

For this, says the story, Booth killed the

President. Colonel Forney says: "The whole story, so far as I am concerned, is an utter fabrication. To my knowledge I never saw J. Wilkes Booth in my life. The only time I ever visited Mr. Lincoln to secure a pardon was in company with my old friend, Washington McLean, of the Cincinnati Enquirer, some time, I think, in February of 1865, to ask the release of another friend, General Roger A. Pryor, who was a prisoner in Fort Lafayette, New York harbor. Mr. Lincoln heard our statement and set General Pryor free on the quaint condition that he should report at my residence, on Capitol Hill where he remained my welcome guest for several weeks, until I was authorto return him to his friends family in Virginia. It is altogether probable that I signed a letter to Mr. Lincoln asking the pardon of the celebrated Captain Beall. I recommended every southern man to mercy, charged with whatever crime, at the close of the war. It is one of the sweetest of my recollections that I never turned away such a petitioner from my door, and never refused to go to the prisons in which southern men were confined to solicit their deliverance. As to Mr. Pomeroy's general statement itself, so far as it relates to the other parties and our martyred President, I wish to add that if Mr. Lincoln had made such a promise he would have fulfilled it at all

Virgin River.

nazards, and that Mr. Seward, with his gen-

tle and generous bearing to the South, would

have been the last to ask him to break his

VISIT TO THE GREAT SALT MINES OF SOUTH ERN NEVADA-A SECTION OF COUNTRY WORTH PROSPECTING-SIGNS OF A FORMER GREAT SALT LAKE.

[From the San Francisco Chronicle.]

STONE'S FERRY, NEV., April 5, 1876 .-Having heard much of the wonderful salt formations on the Virgin river, in Nevada, a few miles north of the Colorado river, I deemed it of sufficient importance to the people of the Pacific slope and of the whole Inion to make a trip of nearly one hundred miles to examine and write them up for general information. The road is down the great Sacramento Valley to the north, into a valley entirely destitute of water for over south, but in many places covered with a luxuriant growth of native grasses. The northern part of this valley is called the desert, and during the hot, dry months of summer is dangerous to cross unless a good supply of water is taken for man and beast. I saw the graves of several who, within four years, have perished from heat and thirst while crossing, tude at this point is but 1,250 feet, while at the horse, who distanced Stanton 11 miles. including both men and women. The alti-Mineral Park it is 4,400 feet. The altitude The latter was greatly fatigued, but manfor not less than one nor more than five years. This property is fully equipped with the modern improvements for first-class hotels, and furnished in a style superior to any summer resort in Virginia. The known medicinal virtues of its valuable mineral waters, its great popularity as a summer resort for invalids and pleasure-seekers, its beautiful grounds and splendid equipment, make this very desirable property for city hotel proprietors whose business does not require their personal supervision during the summer months, and others desiring to rent such property.

Mineral Park it is 4,400 feet. The attitude of the Sacramento Valley is greatest at or near Mineral Park, from which it falls each way north and south—north to Stone's ferry, over seventy miles, and pleasure-seekers, its beautiful grounds and south to the "Needles," about the same distance. This ferry, now owned by Robert Patterson and leased by Messrs. Emory extensively columns of solid nonpareil in the Houston Telegraph, and in conclusion the Governor says he has "necessarily omitted any mention of many subjects of general public interest."

A Philadelphia paper sounds a solemn roughfare between Nevada and Ariproperty.

For particulars apply to

A. B. BLAKEY, Charlottesville, Va.,

W. A. ANDERSON.
CHAS. A. DAVIDSON.
Inh 30-cod3m

Several years, and is the great thoroughfare between Nevada and Ariroughfare between Nevada and Ariwarning to code and visitors there
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Richmond Dispatch. and with its perhaps, the most wonderful and separate and representation on the configuration of the configuration in fact one of nent. The formation is in fact one of . MULNIAINS OF SALT. hard rock salt which is blasted and quarried

out like quarries of granite and marble. Commencing six miles up the Virgin river, these mountains of salt extend for thirty or TEMPTED TO TAKE HIS LIFE AT THE SECOND There are openings now made from six to more miles up the Virgin and Muddy rivers. twenty miles up the Virgin river at different places. From six to twelve miles up, WASHINGTON, April 27.—An interesting incident, which foreshadowed the tragic to the casual observer the appearfate of President Lincoln, but which has ance of common coarse gray granite. never before found its way into print, is These openings are all on the east vouched for by a number of persons, still side of the Virgin river, from one fourth to in Washington, and who were witnesses of one half mile from its banks. At a point it. On the day when Mr. Lincoln was in- twenty miles up the river, and on its westaugurated the second time, in 1865, and ern side, is a mountain of pure white crys-just as he had passed from the rotunda of tallized salt, white as the driven snow and the Capitol to the platform at the east por- transparent almost as glass. It is at once a IN A WINTER CITY. A Story of To-day. By pleasing and interesting spectacle to see the ered, a man who was recognized by several great masses of crystal-like sait as thrown out by a three- or four-foot blast. These hurriedly through the passage leading from pure and beautiful blocks resemble somewhat blocks of the purest ice when prean excited and determined manner broke pared for the ice-house. On placing a mass six inches thick over a column of the Chroni-

> FORMATION OF THE SALT DEPOSIT is no doubt very ancient, dating back in years beyond computation. Long since the deposit was made the great upheavals and earthquake era have occurred, which have changed the whole appearance of the country for great distances around. These salt bluffs or mountains can be identified for a fi long distance by the peculiar color of the long distance by the peculiar color of the now ready. Per volume, \$2.25. surface, which is of reddish or orange color. THE BIBLE WORD-BOOK. By William Swinton. Underneath this formation, as well as A HAND-BOOK OF PROVERBS. Collected by in it, is a peculiar kind of micaceous sedimentary granite. I found sufficient evidence to warrant the assumption that veins of valuable mica will yet be disthat veins of valuable mica will yet be discovered in or near the salt formation. The whole country is deserving of thorough investigation by both the miner, prospector, and the student. Another very interesting natural curiosity visited and examined here is a natural salt well, a mile northwest of the ferry. It is on a mesa, which extends the ferry. It is on a mesa, which extends up and down the river on its northern bank.

circumference, with abrupt descent to the surface of the well, which is fifty feet besalty, far more so than any salt spring, and has been sounded to a depth of 139 feet. It is a splendid natural salt bath, in which the bather floats almost as buoyantly as a cork upon a pool of water. From a careful examination of all the surroundings, I feel confident that this interesting salt well is all that is left of a once great salt lake, which, in the lapse of time, has been filled in by the drift formation, only leaving the present opening as an evidence of its former existence.

Taxing Insurance Capital. There are few departments of legislation in which there is more chance for folly than in levying taxes; but among the few in which our lawmakers perpetrate even more hideous blunders are the annual crop of measures respecting insurance companies. This year the gentlemen at Albany have loubled their probabilities of doing a stupid and insurance together. Usually, it is the life insurance companies on whom the rural lawgiver, fresh from the study of the subject that is afforded by the conversation of some insurance "agent," puts his reforming paw. Of late years the fashion of this conversation of the subject was a subject to the subject that is afforded by the conversation of some insurance "agent," puts his reforming paw. Of late years the fashion of this thing by proposing to legislate on taxes sort of measures has generally tended to-ward fixing by some cast-iron rule the lastrated.) Price, 10 cents. ward lixing by some cast-iron rule the lastrated.) Price, 10 cents. amount that shall be paid to a policy-holder THE WANDERING HEIR. By Charles Reade. when he backs out of his bargain with a THE GOLDEN LION OF GRANPERE. By An-There are one or two of such bills now on hand at Albany, but the business in them is not so flourishing as it used to be before the companies combined in a Life Insurance Chamber to protect themselves against this class of legislation. This year it is the fire insurance compa-

we present an underwriter's view of the measures now urged by Messrs. Hammond and Starbuck. The Hammond bill, however, after an easy success in the Senate, has met sudden check in an adverse report to the Assembly from the Committee on Ways and Means. The most important feature of these bills is the proposition to tax insurance capital. Our correspondent shows that there is good foundation for the rumor that the companies may, if taxed as proposed, withdraw from this city and reorranize under New Jersey laws; though so extreme a step does appear at first sight as almost out of the question. It is clear that reat misapprehension as to the profits of fire insurance is possible to a hasty investirator, who only takes into account the dividends of very recent years. Taken as a whole, investments in fire insurance stock in this country are shown not to have paid simple interest to the capitalist. Whether under such circumstances this form of property should be subjected to further taxation is, to say the least of it, a question not to be settled by guesswork or in haste. One of two .consequences (either of them deplorable) is likely to result from such a tax. If in the long run the owners of capital inested in insurance have to pay the tax the tendency will be to reduce the amount of wailable assets which companies keep on and to pay their losses. By this means the security of insurance will be diminished. If, on the other hand, it is found practicable to squeeze the tax out of insurers by an increase in some form or other of the rates they are paying-and this seems to be the more likely result-the new impost will be added to the burdens of general business. In either event the mercantile community at large must suffer, and it is for them to say whether the proposed measures meet their approval. Our merchants will make a grave mistake if they suppose this to be a matter which contracts the health and the suppose the s which only concerns the holders of insurance stock .- New York Tribune, 28th.

The New York Sun says that the legacies provided for in A. T. Stewart's will have been paid, but the sums of \$1,000 to each employé of twenty years' standing, and \$500 to each who had been in his service ten years, which Mrs. Stewart is told by her rusband's letter to bestow, have not been disbursed. The delay is caused by the making of the lists, a search of old account books being necessary to ascertain the claimants' length of employment.

A pompous fellow was dining with a counry family, when the lady of the house desired the servant to take away the dish containing the fowl, which word she pronounced fool, as is not uncommon in Scotland. "I presume, madam, you mean fowl," said the prig, in a reproving tone. "Very well," said the lady, a little nettled, "be it so; take away the fowl and let the fool remain."

It was reported in San Francisco Friday that Dom Pedro will start for the East direct Saturday, instead of visiting the Virginia City mines, as he originally intended. It is difficult, however, to predict his movements, as he keeps his own counsels very closely. his own attendants being often ignorant of his intentions.

A novel race took place at Deerfoot Park, New York, on the 28th, between the horse White Cloud and David Stanton, the English bicycle champion, for a purse of \$1,000, distance five miles, and the race was won by

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This mesa is a drift formation formed of small pebbles and boulders mixed with earthy matter. The well is a

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LARGE CIRCULAR OPENING in the mesa, some these hundred feet in circumference, with abrupt descent to the surface of the well, which is fifty feet below the surface. The water is exceedingly MACAULAY'S HISTORY OF ENGLAND, five HUME'S HISTORY OF ENGLAND. 6 volumes.

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ing paw. Of late years the fashion of this TEN-CENT EDITION OF STANDARD AU-THE BLOCKADE-RUNNERS. By Jules Verne.
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THE TREASURE-HUNTERS. By George M. Fenn. This year it is the fire insurance companies that are under fire. They have, too, a united organization, and its president is struggling with the foe at Albany. But they do not stand by one another as the life insurance companies do, and hence offer a more vulnerable target. In another column track the property and underwriter's view of the last and the property of the OLD MARGARET. By Henry Kingsley. (Illustrated.) Price, 10 cents. trated.) Price, 10 cents.
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PHILADELPHIA. RICHMOND. AND NORFOLK STEAMSHIP LINE.—FOR PHILADELPHIA PROVIDENCE, BOSTON, AND ALL NEW ENGLAND,
TWICE A WEEK.—Until further notice the steamers of this line will leave Philadelphia every TUESDAY and SATURDAY, and Richmond every TUESDAY and FRIDAY, connecting at Providence with
Boston and Providence railroad for Boston, and by
our Fall River line for the same city via Cape Cod,
landing at Old Colony depot, and avoiding transfer.

W. P. PORTER, Agent,
2425 Dock street, Richmond.
WILLIAM P. CLYDE & CO., Agents,
No. 12 South Wharves, Philadelphia.
D. D. C. MINK, Agent,
ap 17

No. 29 Devonshire street, Boston.

LD DOMINION STEAMSHIP

FOR NEW YORK. This company will dispatch one of their splendid steamers—OLD DOMINION, WYANOKE, ISAAC BELL, RICHMOND, and GEORGE W. ELDER— every TUESDAY, FRIDAY, and SUNDAY at high water

These ships are entirely new, and were built ex-pressly for this route.

They have splendid saloons, state-rooms, and bath-The fare, accommodations, and attentions are un-Goods shipped by this line are landed regularly at New York on the company's covered pier, 37 North

with dispatch, and no charge made except actual expenses incurred,
Freight received until 6 P. M. daily.
For further information apply to
GEORGE W. ALLEN & CO., Agents,
my 19 office Company's wharves, Rocketts. FOR BALTIMORE.
TRI-WEEKLY.
POWHATAN STEAMBOAT LINE,

iver.
Freights for points beyond New York forwards

THROUGH FREIGHT.
NO TRANSFER BETWEEN RICHMOND AND
BALTIMORE. NO DOCKAGE CHARGED. NO DOCKAGE CHARGED.

The new and fast iron steamers SHIRLEY and WESTOVER, of this line, leave their new pier, in the Dock, foot of Twenty-second street, every TUES-DAY and THURSDAY MORNING at 4 o'clock, for Baltimore, making close connections at Locust Point with Baltimore and Ohio railroud for all points west and northwest; also, with Northern Central railroad for northern cities and Canada.

northern cities and Canada.

Through bills signed to Baltimore and all points west, and rates guaranteed as low as by any other line. Apply to L. B. TATUM, Agent.

Offices: Twenty-second and Dock streets and No. 903 Main street. TAMES RIVER STEAMBOAT COMPANY. WINTER SCHEDULE.

FOR NORFOLK, PORTSMOUTH, BALTIMORE, PHILADELPHIA, AND NEW YORK. REGULAR LANDINGS ON JAMES RIVER. On and after TUESDAY, October 5, 1875, this Company's fast and elegant steamer JOHN SYL-VESTER, Captain J. A. Post, carrying United States mail, will leave her wharf, Rocketts, for abovenamed points TUESDAYS, THURSDAYS, and SATURDAYS at 6:30 A. M. Passengers make sure connections with Bay Line Norfolk for Baltimore, Philadelphia, and Nev

reasonable rates.

Freight for way-landings must be prepaid.

L. B. TATHM, General Agent.

Office: Company's wharf, Rocketts; branch office at W. D. Blair & Co.'s, No. 903 Main street.

"CANTON INSIDE LINE." NEW FAST FREIGHT ROUTE BETWEEN RICHMOND AND PHILADELPHIA.

TRI-WEEKLY.

On and after OCTOBER 1ST the splendid iron steamers of this line will leave Richmond TUES-DAYS, THURSDAYS, and SATURDAYS from Powhatan Steamboat Line's pier, at corner of Twenty-second and Dock Streets, making close connection cach trip at Canton, Md., (East Baltimore.) with the Philadelphia, Wilmington and Baktimore Railroad Company for Philadelphia.

SPECIAL ADVANTAGES:

Company for Philadelphia.

SIECIAL ADVANTAGES:

All freight by this line covered by fire and marine insurance free of cost. No dockage charged at Richmond. Rates as low as any other line. This is the quickest line between Philadelphia and Richmond. Freights ordered by this line should be marked "Canton Inside Line," and sent to the Philadelphia, Wilmington and Baltimore depot, Philadelphia. Freights-received daily in Philadelphia and Richmond.

inond.
For further information apply to
L. B. TATUM, Agent,
Offices Twenty-second and Dock streets
and No. 903 Main street; or to
J. S. WILSON, General Freight Agent,
Philadelphia, Wilmington and Baltimore Railroad
Philadelphia. ja 9

THE BUFFALO LITHIA WATERS

FOR SALE.

The claim is made with entire confidence for these waters that as a curative agent of many forms of CHRONIC DISEASE they have no superior among of the KIDNEYS and BLADDER, and in derange ments of the DIGESTIVE and BILIARY ORGANS. Ir. GOUT and RHEUMATISM, dependent on URIC ACID in the blood, they have given the most marked TENT, and REMITTENT FEVER, and all disease attributable to miasmatic influences, they act ofter like a charm. In SCROFULA they have given a deadvantage throughout the whole year-equally cold as in warm weather.

The claim thus made for these waters is vouched for by some of the MOST DISTINGUISHED MEDI-

Testimonials sent to any address on application. These waters are put up in cases of one dozen half

THOMAS F. GOODE, Proprietor Buffalo Lithia Springs, For sale by PURCELL, LADD & CO., Agents for

Virginia Springs' Waters, Richmond, Va. de 3-wlamly RUFUS H. OWEN, late of Flag Warchouse, South Boston, Warchouse,

Richmond, Va. Halifax county, Va. MAYO'S WAREHOUSE, OWEN & JETER, Inspectors,

Fourteenth street, immediately on Dock and opposit Richmond and Danville Railroad depot, Richmond, Va.

This warehouse has recently undergone thorough repair, and being one of the largest in the United States, with capacity for storage of 6,000 hogsheads of tobacco, is now open for the reception, inspection, and delivering of LEAF TOBACCO in accordance with the laws of Virginia.

Our Mr. OWEN, a planter by birth and education, born and raised in Halifax county, Va., long experienced in handling tobacco at South Boston, fully posted as to the wants of the planters in this market, assumes the duty of Inspector at Mayo's Warchouse with the fixed purpose of guarding affike the interest of planter and buyer.

Mr. Jeter has had ten years' experience at Seabrook's Warchouse, in this city, which fully qualifies him for the post he will assume of correctly weighing, receiving, and sampling all Tobacco that may be entrusted to them.

DEAD THIS.—I here offer my et tire may be entrusted to them.

READ THIS.—I here offer my entire real estate for sale, situated in Montgomery county, Va., six miles northeast of Bischsburg, the seat of the Agriculturar and Mechanical College. The land is in two boundaries—700 acres in the large farm, noted as an excellent grazing and wheat farm, well watered; two inexhaustible veins of stone coal running the entire length of the farm. The small farm contains 164 acres. This is one of the best tobacco farms in the Union, also splendid for grass and grain. Address A. CRUMPACKER, Blacksburg, va.

BILL-HEADS, \$7 to \$10 per ream, at the Disparch Printing-House.

madesta, all estade

CHESAPPARE AND ONIO RAILBOAD.

PASSENGES DEPARTMENT.

RICHMOND, VA., April 29, 1876. Arrive at Kanawia Falis. 5:10 A. M. 113 F. A.
Arrive at Charleston...... 7:10 A. M. 2:56 P. J.
Arrive at Huntington...... 9:40 A. M. 5:45 P. J.
Arrive at Clacinnati....... 9:40 A. M. 5:45 P. J.
Arrive at Clacinnati....... 6:00 A. M. runs dail
(except Sunday), stopping at all regular stations.
Train leaving Richmond at 10:00 P. M. runs dail
(except Sunday), stopping at all regular stations.
Train leaving Richmond at 10:00 P. M. runs dail
(except Sunday), stopping at all regular stations.
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(except Sunday), stopping at all regular stations.

Train leaving Richmond at 10:00 P. M. runs dail
(except Sunday), stopping at all regular stations.

Trains coming and above.

Trains make close connection with trains of the Richmond and Danville and Richmond and Pederabury railroads, both to and from Richmond.

For further information, rates, &c., apply at 827 Main street, or at company's offices.

CONWAY E. HOWARD.

General Passenger and Ticket Agent.

W. M. S. DUNN.

my 1

General Manager.

RICHMOND AND PETERSBURG

RAILROAD COMPANY. RICHMOND TO PETERSBURG AND RETURN
FOR FIFTY CENTS.
The SUNDAY EXCURSION TRAIN between
Richmond and Petersburg, and Petersburg and Richmond, will run regularly until further notice.
FIFTY CENTS FOR THE ROUND TRIP when
itekets are nurchased from the agent. tickets are purchased from the agent.
ap 7
A. SHAW, Superintendent.

BALTIMORE AND OHIO RAILROAD FOR THE NORTH AND WEST. Leave Richmond at 2:35 P. M. and 10 P. M. Potomac boat connects at Shepherd with through teeper for New York.

L. M. COLE, General Ticket Agent.
J. P. DUKKHART,
Southeastern Passergen.

Southeastern Passenger Agent
T. R. SHARP,
mh 8-3m Master of Transportation. mh 8-3m Master of Transportation,
RICHMOND AND DANVILLE RAILROAD COMPY, 1
RICHMOND, VA., January 19, 1876.

SCHEDULE OF TRAINS.—TRAIN NO.

3.—THROUGH MAIL—NEW YORK TO THE
SOUTH.—Leaves Richmond at 5:50 A. M.; leaves
Burkeville at 9 A. M.; leaves Dundee at 1:39 P. M.;
teaves Danville at 1:43 P. M.; leaves Greensboro' at
4:36 P. M.; leaves Salisbury at 6:54 P. M.; arrives
at Charlotte at 9:15 P. M.

TRAIN NO. 4.—NEW YORK AND NEW ORLEANS
EXPRESS, Eastward—Leaves Charlotte at 5:45 A.
M.; leaves Air-Liea, Junction at 6:25 A. M.; leaves

TRAIN NO. 4.—NEW YORK AND NEW ORLEANS EXPRESS, Eastward—Leaves Charlotte at 5:45 A.M.: leaves Air-Line Junction at 6:25 A.M.: leaves Sallsbury at 8:30 A.M.; leaves Greensboro' at 10:58 P.M.; leaves Danville at 1:34 P.M.; leaves Dundes at 1:39 P.M.; leaves Dundes at 1:39 P.M.; leaves Dundes at 1:39 P.M.; arrives in Richmond at 9:35 P.M.

TRAIN NO. 5.—LYNCHBURG ACCOMMODATION, Westward—Leaves Richmond at 9 A.M.; arrives at Burkeville at 2 P.M.; arrives at Lynchburg at 5:20 P.M.

TRAIN NO. 6.—LYNCHBURG ACCOMMODATION, Eastward—Leaves Burkeville at 1:20 P.M.; arrives at Richmond at 4.—4; Y.M.

TRAIN NO. 7.—... AL BURKEVILLE ACCOMMODATION daily (except Sunday), Westward—Leaves Richmond at 7 P.M.; arrives at Burkeville at 1:18 A.M.

A. M.

TRAIN NO. 10.—LOCAL BURKEVILLE ACCOMMODATION, Eastward—Leaves Burkeville at 5:58 A. M.; arrives at Richmond at 12 M.

Trains Nos. 3 and 4 connect at Richmond with the Chesapeake and Ohio railroad.

Trains Nos. 3 and 4 connect at Greensboro' with trains to and from Raleigh and Goldsboro'.

The through trains connect at Richmond and Dandee with trains on the Richmond, Fredericksburg and Potomac railroad, and Washington City, Virguia Milland and Great Southern railroad, to and from Washington, Baltimore, Philadelphia, and New York.

Trains Nos. 3 and 4 connect at Charlotte with

Trains Nos. 3 and 4 connect at Charlotte with trains on the Atlanta and Richmond Air-Line raliroad to and from Greenville, Atlanta, Montgomery,
Mobile, Pensacola, New Oricans, and all continuestern points, and with the Charlotte, Columbia and
Augusta raliroad for Columbia, Augusta, Sayannah,
Tallahassee, and all southern points.

Train No. 6 connects at Burkeville with the Atlantic, Missistippi and Ohio raliroad from Lynchburg,
Chattanooga, and all southwestern points.

Tickets sold to all southern and southwestern
points, and havened through. olnts, and baggage checked through. Unbroken gauge from Richmond to New Orleans. Pullman sleepers run on all night trains. Local tickets are good only for a continuous passage to the points named on the ticket. No lay-over check

JOHN R. MACMURDO, General Passenger Agent RICHMOND AND PETERSBURG KAILROAD! COMPANY. SOME COMPANY. SOME COMPANY. SOME COMPANY. SOME COMPANY. STRIPS

On MENCING APRIL 181, 1810, trains
on this road will run as follows:
LEAVE RICHMOND SOUTH.

5:10 A. M., THROUGH MAIL daily (except Sunday), connecting for all points South and West. Sleeping-car attached runs through to Weldon.

1:45 P. M., THROUGH MAIL daily, connecting for all points South and West. Passengers taking this train will make chose connection at Petersburg for Norfolk, and at Norfolk with splendid Bay-line steamers for Baltimore, Philips teamers f

Bay-line steamers for Baltimore, Phil-adelphia, and New York. Fare as low as by any other line. 5:20 P. M., FREIGHT daily (except Sunday), with

coach attached.

LEAVE PETERBURG NORTH.

M., FREIGHT TRAIN daily (except Sunday), with coach attached.

M., THROUGH MAIL daily, connecting with Richmond, Fredericksburg and Potomac railroad for all points East and West. 7:35 P. M. THROUGH MAIL daily (except Sunday), connecting with Richmond, Fredericksburg and Potomac railroad for all points East and West. Pullman selectory attacked, runing through

for all points East and West. Pullman sleeper attached, running through to Baltimore. Also making close cou-nection with the Chesapeake and Ohio railroad for the Virginia Springs and all points North and West.

The 5:10 A. M. train from Richmond, and the 7:25. P. M. train from Petersburg, will stop at all stations. This is the only line with double daily trains making close connections for Charleston, Columbia, Augusta Savannah, and the South. Savannah, and the South.

Passengers for Clover Hill Pits leave Richmond at 1:45 P. M. MONDAYS, WEDNESDAYS, and FRI-

ALL TRAINS leaving Petersburg will start from the Appointation depot. mb 28 A. SHAW, Superintendent. RICHMOND, YORK RIVER AND CHRSPEARE RAILBOAD COMPANY,
OFFICE OF THE SUPERINTENDENT,
RICHMOND, VA., March 18, 1876. REAT REDUCTION.

REDUCTION IN PASSENGER FARE. SCHEDULE OF TRAINS.

PASSENGER TRAINS leave West Point DAILY at 8 A. M., arriving at Richmond at 10 A. M.; leave Richmond at 3 P. M., arriving at West Point at 5 P. M.
Trains connect at West Point with steamers from
Baltimore and all eastern points on WEDNESDAYS,
FRIDAYS, and SUNDAYS, and with steamers for
Baltimore and all eastern points on MONDAYS,
WEDNESDAYS, and FRIDAYS.

are to Baltimore and return...... 5

A. M. A. M. LOCAL FREIGHT TRAINS with passenger-coaches attached leave Richmond at 6:50 A. M. on TUESDAYS, THURSDAYS, and SATURDAYS, and leave West Point for Richmond the same days at 11:55 A. M., arriving at Richmond at 3:55 P. M. The management takes pleasure in announcing to the travelling public and shippers that the steamers of this line between Baltimore and West Point have been refitted in the most thorough manner for the accommodation of passengers and freight.

Travellers taking this line arrive in Baltimore in ample time to connect with the rail lines for Philishitokis New York Boston, and all testern and west-

ern points.

Freights will be given the utmost dispatch. No transfers at Richmond of freights to or from south-

ern points.

W. N. BRAGG, Master Transportation. mb 13

RICHMOND, FRED'G & POTOMAC R. B. CO.,
OFFICE GENERAL TICKET AGENT,
RICHMOND, January 3, 1876.

2:35 P. M. leaves the Byrd-Street station daily, connecting with the Baltimore and Ohio railroad at Shepherd, opposite Alexandria; due at Cannica station.

Baltimore, at 9:15 P. M., and with New York train

SLEEPER FROM SHEPHERD TO SH NEW YORK), and with New York

NEW YORK), and with New York Night express via Baltimore and Potomae railroad at Washington, arriving at Charles-Street station, Baltimore, at 10:50 P. M. THROUGH'SLEEPER FROM WASHINGTON TO NEW YORK leaves Byrd-Street station (Sundays excepted), connecting at Washington with the Baltimore and Potomaz and Baltimore and Ohio railroads. ACCOMMODATION TRAIN, for Hanover Junction, leaves Broad-Street station (Sundays excepted), arrives at Byrd-Street station (Sundays excepted).

days excepted).
arrives at Byrd-Street station daily
ACCOMMODATION TRAIN are

Parlor-cars on day trains.
Pullman sleepers on night trains.
PREIGHT TRAINS have Broad-Street station on TUESDAY, THURSDAY, and SATUR DAY.
NIGHTS for all polats North and West, and arrive on MONDAY, WEDNESDAY, and PRIDAY MORNINGS. Consignees of live stock and perish able articles, upon giving notice at depot, can obtain freight at Boulton on preceding evening.
Through bills of inding and rates given to all price cipal points North and West. E. T. D. MYERS.
General Superfaces (SA. TANLOR.